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TITLE HUNTER!

CATCHING UP WITH TONY CAIROLI



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© Frank Hoppen

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David Knight gets
wild on the Sherco
© Nuno Laranjeira

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LEGEND

AS TONY CAIROLI PREPARES TO LINE UP FOR A SHOT AT AN EIGHTH WORLD TITLE WE HOOK UP WITH THE NUMBER ONE MOTOCROSSER IN THE WORLD (STOP YOUR SNIVELLING, RV) TO FIND OUT MORE ABOUT THE MAN BEHIND THE LEGEND...

Words by **Jon Bentman** Photos by **Redeye**





The Garmin Arenacross Tour has
got 2014 off to an awesome start!



Close racing and huge crowds
— who could wish for more?



WIDE OPEN!

WITH FOUR ROUNDS DOWN AND THREE STILL TO GO WHERE THE TITLE IS HEADED NOBODY KNOWS - THIS IS THE GARMIN ARENACROSS TOUR...

Words and photos by **Sutty**

So the Garmin Arenacross Tour is just past the halfway mark and after four thrilling rounds in Belfast (x2), Birmingham and Liverpool one thing has become very clear – the level of competition is ridiculously high. What makes that even more impressive is the fact that the series lost two high profile contenders before it even began (reigning champ Adam Chatfield had issues with his shoulder while Gregory Aranda had issues with the German police) and then a third at round one as Jack Brunell reinjured an already fragile ankle as he ricocheted off the Odyssey Arena fixtures n’ fittings.

But even without Aranda, Chatfield and Brunell the race action is so fierce that it’s hard to imagine what extra value any of them could have actually added to proceedings. In each

part of each round – that’s the heats, head-to-heads, LCQs or main events from Belfast, Liverpool or Birmingham – there’s been a pass, crash, scrub, whip or simply incredible riding skill shown that has been worth the price of admission alone.

In the four rounds held so far there have been three different winners with only series leader Fabien Izoird able to double up with back-to-back wins at Belfast 2 and Birmingham. Meanwhile, battling Brits Steven Clarke and Elliott Banks-Browne have won one apiece. Somewhat surprisingly only three other riders have joined them up on the podium – that’s Kristian Whatley, Daniel McCoy and Jason Dougan. While you might think that those six have dominated so far that’d be complete BS as three of them have also failed to make the final at a round or more – score sheets ain’t

showing how wide open this thing really is.

Adding to the intensity of the racing is the diversity of the tracks. While you’re probably thinking how different can a four-lane course in a small arena actually be then the answer is very as e22 Sports have offered up four very different layouts on three distinctly different surfaces. Rounds one and two utilised a very soft soil that rutted up but made for great racing, round three was built out of rock hard clay and while the soil for round four looked great from the stands it was actually full of stones and debris and the riders hated it. It was the same for everyone though...

With three rounds left to run in Newcastle, Sheffield and London the series is far from over so let’s take a closer look at who the main contenders are.

Leading the way is Apico LPE Kawasaki’s >>



ELLIOTT DOUBLE BANKS-BROWNE

2014 is set to be an interesting year for Elliott Banks-Browne as KTM's two-time MX2 champion moves to the 450 class with Buildbase Honda...

Words by **Jeff Perrett** Photos by **Sam Needham**

After a difficult start to his professional motocross career and under much scrutiny Elliott Banks-Browne has now fulfilled his obvious potential by taking two British MX2 championships in a row. For 2014 he's moving into the MX1 class for a new challenge, on a new team. Let's catch up with his journey so far and what his expectations are going forward...

DBR: Right before we look back or into the future let's talk more about the present. Why the change to Honda?

EBB: "The main thing for me was to join Dave Thorpe's Buildbase Honda team because from what I'd seen it was a good team set up and he has so much experience to help me with the step up to the MX1 class. I've always liked the Honda too so I knew I'd suit the bike. Every time I've ridden a Honda I ride pretty good and feel confident straight away. With the KTM deal it was just hard to get the deal I wanted to ride GPs, especially in the MX1 class – you need a really good bike at that level and I couldn't get the bike I wanted to get the job done."

DBR: But Buildbase Honda aren't doing the full GP calendar are they? Some cynics

would see that as a bit of a step back?

EBB: "No, just selected ones. We're doing all the Maxxis British rounds and the Pro Nationals and if I'm doing well in that it might be silly to go and do all the GPs and get hurt doing them in my rookie year in MX1. But I want to show I can mix it up with the MX1 boys and I think I ride the MX1 bike better. I've had two tough years in the GPs in MX2 and although I showed good speed I couldn't get a run going. I had bad luck with injuries and bike problems – it was up and down and it was hard to get confidence."

"The GPs are another level – everyone is fast on fast bikes and the margins between the riders are small. I want to build up to being competitive in the MX1 class on a world level. I have a lot to learn about the MX1 class and I think by easing into it in my rookie year is the way forward. I've learned that from when I first did GPs when I was younger. They are tougher than people give them credit for."

"We've got really good riders here in the UK. Whatley showed that last year and I've got to learn to run near the front here at home before really concentrating on GPs. My goal is to get back racing GPs but I want to be fully prepared when I do because if you're not it can dent your confidence."







The NEW BOSS!

HOW JASON ANDERSON BECAME A DOMINANT
FORCE AND WHY HE'S HERE TO STAY...

Words and photos by **Steve Cox**

Rockstar Energy KTM's Jason Anderson has come a really long way since his pro supercross debut in 2011. Unlike some of his contemporary racers who had some sort of immediate success in the pro ranks, Anderson has clawed his way to the top over the course of a few years. It's not an opportunity many racers in his position actually get in today's racing market where teams tend to search for the next hot amateur to take a struggling racer's place after a year or two.

Although the professional stage was a bit too big for young Jason Anderson when he hit the ranks he's now grown into it and now he has become the dominant force in the 250cc Western Regional SX Series.

Even though it seems he became a contender overnight, nothing could be farther from the truth. His rise has been deliberate, calculated, and steady. And he's not going anywhere.

Anderson was never an Adam Cianciarulo, Ricky Carmichael or James Stewart type of amateur. Very few people were talking about Jason Anderson while he was racing 85s

or even 125s. But people definitely started talking about the small-town New Mexico native when he started racing 250Fs in the B class – and eventually the A class – at the biggest amateur events in the country. He was 16 before most of the industry began to take notice and he didn't have his first pro supercross until he was 18 which is a year or two later than many amateur standouts.

"I would say people started noticing me a bit more when I was about 16 or so," says Anderson. "I was doing good and I was on big bikes. Just making the transition from little bikes to big bikes and still doing good is kind of like a big deal. A lot of good mini racers never make that transition work and then I went into my first pro year and I got a ride and everything and thought I was all-good..."

Anderson was actually a top KTM-supported amateur from late 2007 through 2009. The plan all along was for him to move to the factory KTM outfit but the KTM factory effort in the USA was waning in those years with basically one racer on the team by 2010 because he had a multi-year deal. The future of factory KTM was up in the air so Anderson ended up taking a new amateur ride from Kawasaki Team Green. >>



★ NEW ★ BEGINNINGS

KTM TOOK ON THE 2014 DAKAR RALLY WITH THEIR SMALLEST, LIGHTEST AND MOST COMPACT 450CC MACHINE EVER — ONE THAT WOULD ULTIMATELY DELIVER THEM A 13TH CONSECUTIVE EVENT WIN...

Words and photos by **Future 7 Media**

Much has been different about KTM's assault on the Dakar Rally in 2014, compared to previous years.

Firstly, following his race win in 2013, aboard Austrian built machinery – Frenchman Cyril Despres was no longer a part of the team. It's old news now but a major change as far as KTM's Dakar assault was concerned.

Gone also is the longstanding option of entering two potential race winners alongside two supporting 'water carriers'. For 2014 KTM's officially backed riders started the event with equal opportunities for success. Simply, no one rider started the event as a pre-selected favourite.

Sadly, KTM's initial rider line-up changed following the passing of Kurt Caselli. Focusing their efforts on Spaniard Marc Coma, Portugal's Ruben Faria, Chile's Francesco Lopez, the fourth member drafted in was Spain's Jordi Viladoms.

And then there's the new bike. An all new bike. To the untrained eye it might not look that different to KTM's previous rally weapons with its navigational equipment, under swept exhaust system and camel sized fuel tanks but it is different. Notably different.

In light of HRC's arrival on the Dakar scene with their seemingly money no object approach to creating the ultimate Dakar machine it's easy to assume KTM's new bike has come about as a direct result of the big H's development.

It's simply a consequence according to KTM. With their position as the event's

undisputed #1 team you might question why they'd need to deliver a new bike when the old one won the event and won the event convincingly.

Not wanting to 'make do' with what they had – and with team riders requesting something new – KTM started their new bike before Dakar 2013. "It was last December when we started to bring together some new ideas," explains Stefan Huber, KTM's rally technical team manager. "It was mainly because our existing bike didn't have fuel injection and we wanted to introduce it. Also, the basics of the bike were still from the 690. We wanted to build a new bike that was more ergonomic, like an enduro bike. That's the direction the race is changing."

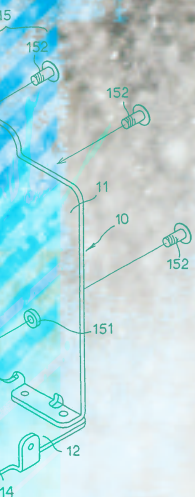
A freshen up of the old bike alongside the introduction of fuel injection is anything but what the new bike represents. With the days of full-throttle blast across African deserts now a thing of the past, developing a bike best capable of dealing with the stresses and strains of 'new' Dakar is what the new bike is all about.

"Our main objective was to make a real chassis for the smaller 450cc engine around the cylinder area to keep things as tight as possible to reduce the external width of the fuel tanks. This makes the ride position feels like an enduro bike. Riders can really sit in the middle of the bike and not behind the big fuel tanks like before."

The starting point for the new bike was the new 450cc motocross engine. From there a true rally chassis and not an adapted enduro chassis would be used followed by considered input from KTM's design agency Kiska, riders Marc Coma and Ruben Faria >>



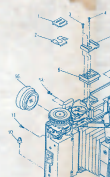




MAKING A MASTER

WE CHECK IN WITH FOUROHFOUR TO FIND OUT JUST WHAT GOES INTO MAKING AN EPIC OFF-ROAD MOVIE...

Words and photos by [FourOhFour](#)





ISDE hero Daniel Milner ploughs through a snow bank during filming

With a cast starring the most elite of Aussie off-road riders – we recognised names such as Toby Price, Daniel Milner, Matthew Phillips, Glenn Kearney, AJ Roberts and Josh

Green – RIDE is one of the freshest new off-road films to hit our screens of late.

With rider segments filmed in some of the coolest locations Australia has to offer, and with a rock solid soundtrack to boot this film should write itself into the Aussie off-road history books. The movie (which you can buy online at from www.ridethefilm.com) is the brainchild of creators Amanda Kirkpatrick and Ken Roche. After seeing their masterpiece we met up with them so they could give us a rundown on what goes into creating such an epic film...

It was Amanda's idea to create a full, feature-length film about Australian off-road moto riders to showcase their talents to the world. She and her partner Ken have built their extreme sports photography and film production business from the ground up. "Creating so many video productions for a long list of clients got me thinking," says Amanda. "Why not take it a step further and create a film?" Once the plan had been put in place, Amanda and Ken went through a challenging process to get the film made.

"The plan was to create a world-class feature, showcasing the world-class talent of our local elite with the most amazing Australian landscapes as the backdrop" says Ken. "From snow to the desert or from fast 'hold-it-pinned' to first-gear technical, we wanted to cover all aspects of off-road riding and enduro.

"As an army of two we were undertaking a huge task. Nothing of this scale had ever been done before in Australia, and — with only two of us working on our first feature film — the challenge was enormous. Support and sponsorships were hard to come by because pitching the idea to companies and businesses fell short when Australia had never seen anything like this before. Fortunately, Yamaha hopped on board instantly, but it was smaller businesses such as Simford Welding and Waratah Lawn Care that really made the project possible. That, and a huge chunk of investment from our own wallets, with the riders also helping, enabled us to fund the project and get it off the ground.

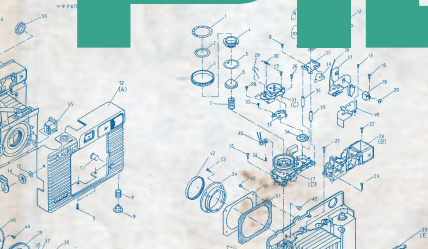
"Decked out with our camera equipment, rigging, a self-built remote-control camera zip-line and professional drone – we set out to start filming. We had a long list of riders to tick off so we began with Women's WEC outright podium finisher (and 2013 ISDE Women's outright winner) Jessica Gardiner. Aboard her Sherco, Jess wound it on for the camera on the private track of one of her biggest supporters – veteran enduro god, Geoff Ballard. Incidentally, Geoff, whose stories of how he got into the sport and riding memories are simply inspiring, also narrates in the film.

"With a whirlwind of ideas in our heads and nothing set in stone on the drawing board, it was all about using our surroundings and brainstorming unique ideas on the spot. Getting the shots out of our minds and onto camera – and communicating our ideas to the riders – came a little easier to Ken who grew up in the sport. We both found that a good knowledge of what looks good on film also helped a lot – it was useful knowing where the 'sweet spot' for each take was.

"Once Jess' pine plantation section was wrapped we made trips all over Australia, filming in the most stunning locations



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